

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT	25X1
SUBJECT	Wismut A.G.: Object 90	DATE DISTR.	5 May 1955
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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Open Cast Mining

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1. About 40 excavators are being used in the Katzendorf area for stripping and ore excavation; mainly Sorte III and some Sorte II was mined in the period under review. (November 1954 - January 1955).
2. At Gauern, poor quality ore, of Sorte II and IV only, was mined in the period under review. Further stripping in a northern and eastern direction, scheduled to take place in 1955, had not been started by the end of January.¹
3. In the Stolzenberg area, 2 excavators and 22 tipper trucks are employed in stripping. Ore is not expected to be mined until the end of March 1955. A new road is being built to the site, passing through Stolzenberg to the Ronneburg-Werdau road.

Underground Mining

4. Approximately 280 new workers were hired at the Zentralschacht, Lichtenberg in December. A new Schacht northeast of Lichtenberg had reached a depth of 50 m. in January; another Schacht in the Schmirchau direction is planned.
5. A collection station (Fuellort) has been established at the 110 m. level of the Zentral Schacht, Paitzdorf, and deep mining has been started.
6. In Zentralschacht Schmirchau, a new shaft is being built from a heading (Ueberhau) of the 60 m. level; a larger shaft entrance is being built near the Ronneburg-Reust road.

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

INFORMATION REPORT INFORMATION REPORT

S-E-C-R-E-T

- 2 -

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25X1Transport and Dispatch of Ore

7. At the Rornenburg loading station, an average of 100 to 120 15-ton rail cars per day were loaded with ore, chiefly of Sorte III during the period November 1954 - January 1955.
8. At Gauern an average of 25 15-ton railcars per day were loaded with ore, almost all of which was Sorte III.
9. The loading station at Truenzig before December 1954 handled an average of 150 car loads of ore per day. In December and January the average was from 100 to 120 cars loaded per day. All the loaded cars travel in shuttle service from Teichwolframsdorf to Aue, Dresden/Gittersee and Zwickau (for Crossen). Few loaded cars are sent to Aue; in November about 600 and in December about 450 cars went to Dresden/Gittersee; the destination of the majority is Crossen.

General

10. There is a loading station south of the railway station Schneeberg-Niederschlema capable of loading six cars at a time. Only loose ore, brought in dump trucks from Object 6, is handled there.
11. At Schneeberg-Oberschlema there is a garage with 45 dump trucks and repair shop belonging to Object 9.
1. Comment: Further development of this area has been postponed because of the poor quality of the ore.

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